

**Agency: Department of Transportation/Public Facilities****Project Title:**

# North Tongass Highway - Totem Bight to Whipple Creek

**State Funding Requested: \$ 10,400,000****House District: 1 - A**

One-Time Need

**Brief Project Description:**

Road reconstruction and safety upgrades for a section of highway in Ketchikan. Improvements include repaving and adding a pedestrian walk-way.

**Funding Plan:****Total Cost of Project: \$10,400,000**Funding Secured

Amount FY

Other Pending Requests

Amount FY

Anticipated Future Need

Amount FY

There is no other funding needed

**Detailed Project Description and Justification:**

Road reconstruction and safety upgrades for a section of highway in Ketchikan. Improvements include repaving and adding a pedestrian walk-way.

DOT&PF is committed to designing and constructing pavements with a long life and has made significant changes in our procedures and design philosophy to achieve this goal. Designing and constructing paved roads in Southeast Alaska is an engineering challenge. This is due primarily to the cool, moist environment, the multiple freeze-thaw cycles that occur throughout the typical winter, and the high percentage of studded tire use. Water, freeze-thaw action and studded tire use are a pavement's worst enemies. In the past the department has experienced shortened pavement life due to the use of relatively thin (2") pavement sections. Thin pavements have a limited fatigue life and studded tires erode the pavement surface resulting in rutting. The rutting reduces pavement thickness which ultimately leads to potholes. Over the past 10 years, the department has instituted several actions to increase and improve pavement life. We are now designing thicker pavement sections to improve fatigue life and are now using constituents within the surface pavement mix to resist studded tire wear. These include the use of hard aggregates, or asphalt rubber as well as incorporating modified asphalt cements to improve pavement response to traffic loading and resist thermal cracking. We have also implemented a "stabilized base" policy where underlying crushed aggregate bases will be locked up and strengthened with either an asphalt emulsion or foamed asphalt. All new projects have this additional strength feature incorporated to overcome thaw weakening and to supplement the pavement performance. We are employing geosynthetic fabrics in our design to give more strength and drainage to the structural section.

**Project Timeline:**

FY09

**Entity Responsible for the Ongoing Operation and Maintenance of this Project:**

DOT &amp; PF

**Grant Recipient Contact Information:**

Contact Name: Malcom Menzies

Phone Number: 465-1763

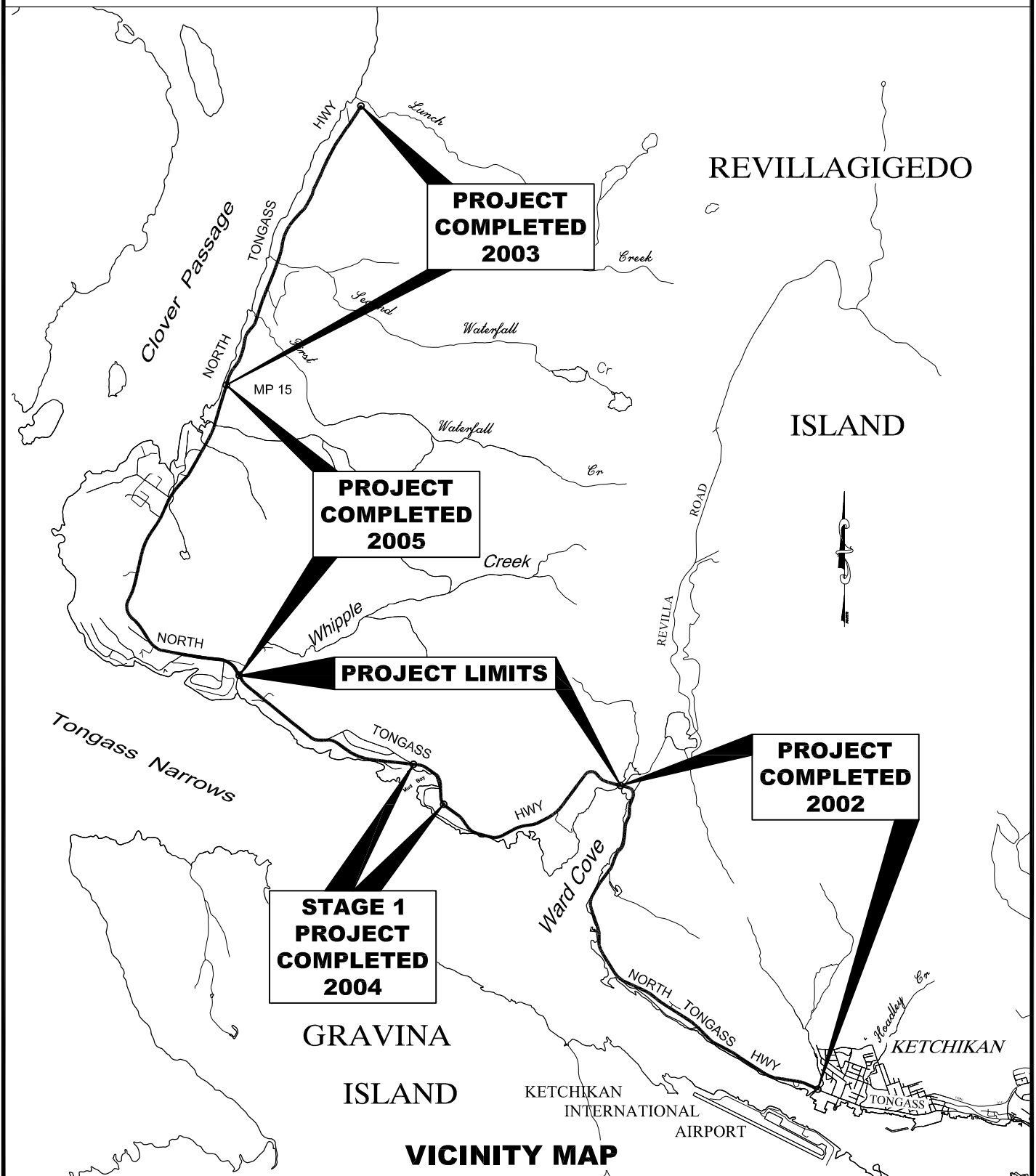
Address: PO Box 112506 Juneau, AK 99811-2506

Email: malcom.menzies@alaska.gov

Has this project been through a public review process at the local level and is it a community priority? ☒ Yes ☐ No

# North Tongass Highway Project No. 67600 ~MCE-STP-0920(19)

## Ketchikan Ward Cove to Whipple Creek Widening Realignment



## SCOPE AND FUNDING

### What are the existing deficiencies?

Two segments of the North Tongass Highway in Ketchikan are the narrowest, high-volume, high-speed segments in Southeast Alaska. Existing pavement width is only 26 feet, which means that the highway has almost no shoulders. In addition, the roadside environment is unforgiving when vehicles leave the road due to icy conditions, etc. Most hazardous for travelers is the combination of a severe (9.7 degree) curve and grade located about midway between mileposts 10 and 11 (vicinity of Ketchikan Welding). The deficient segment that includes the curve is two miles in length and has a traffic volume of 4,000 vehicles per day (2006). The posted speed limit is 50 miles per hour. The pavement condition has deteriorated rapidly and if not repaired will require significant maintenance.

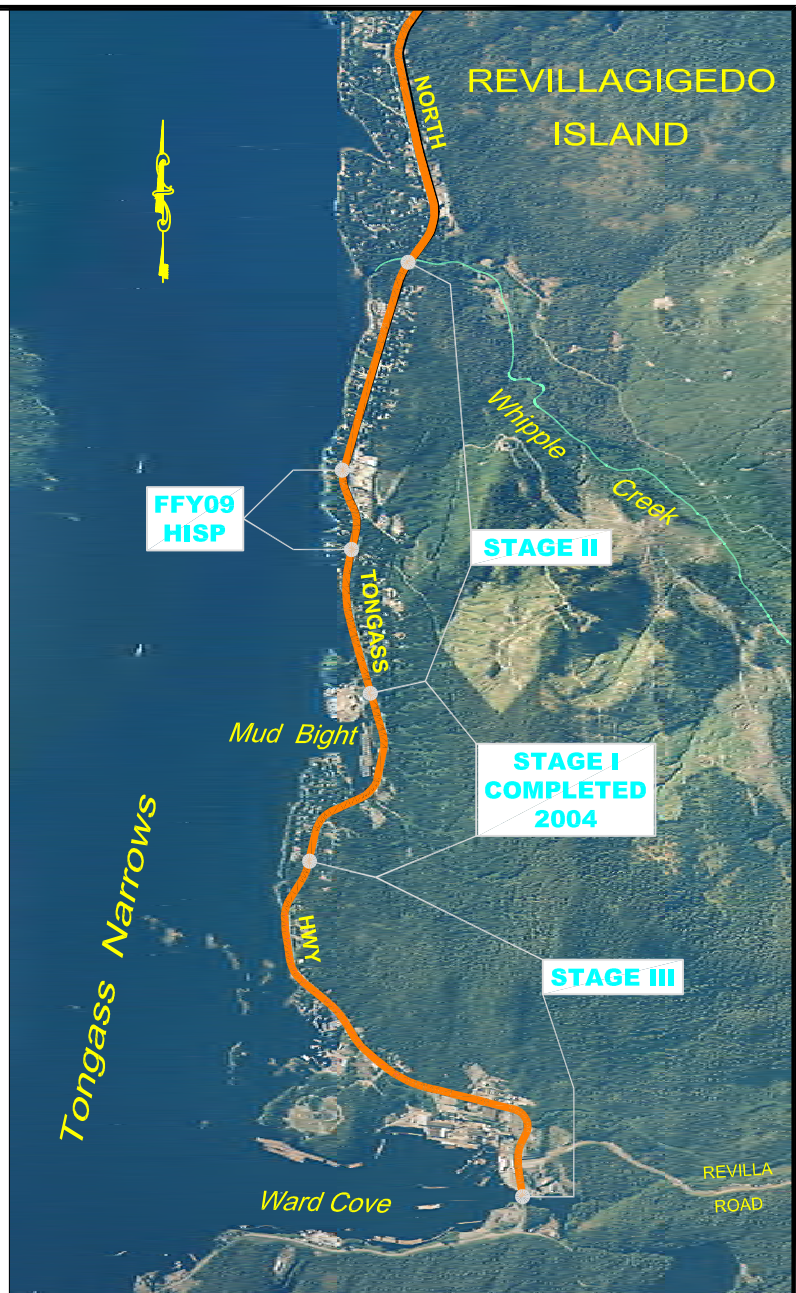
### What are the proposed improvements?

Highway reconstruction would do four things - 1) Improve the alignment, particularly for the severe curve, 2) Add paved shoulders six feet in width, 3) Establish a roadside environment that is forgiving for errant vehicles and 4) Construct a paved path (eight feet in width) on the uphill side of the route. These improvements would extend from the end of the previous upgrade (first intersection with D-1 Road) to the Whipple Creek bridge. The paved path would end shortly before the bridge at the Johannsen Road intersection.

### What is the project status?

Design is funded - Stage II Design is 85% complete and is on-going. Right-of-way is funded and work is on-going. An additional \$300,000 of Right-of-way funding will be available in FFY 09. Construction funding is not anticipated until after FFY 09. Stage III Design is 50% complete and is inactive pending construction funding.

The design for a \$1 million Highway Safety Improvement Program (HSIP) project has begun that will correct a deficient curve within the Stage II Project. The HSIP project will reconstruct 1050' of highway between Collins Road and Gena Road with construction funding in FFY 09.



AREA MAP

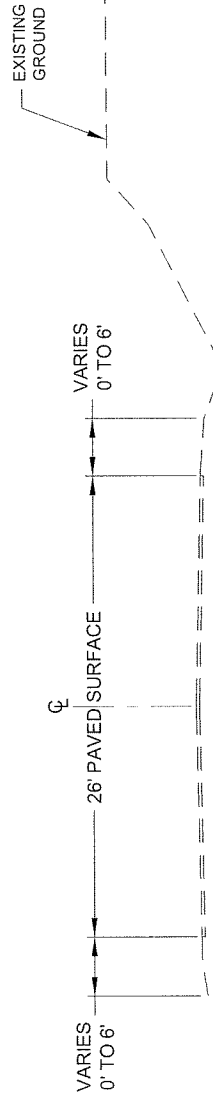
### What are the Stage II funding requirements?

(in addition to the \$1,000,000 FFY09 HSIP Project)

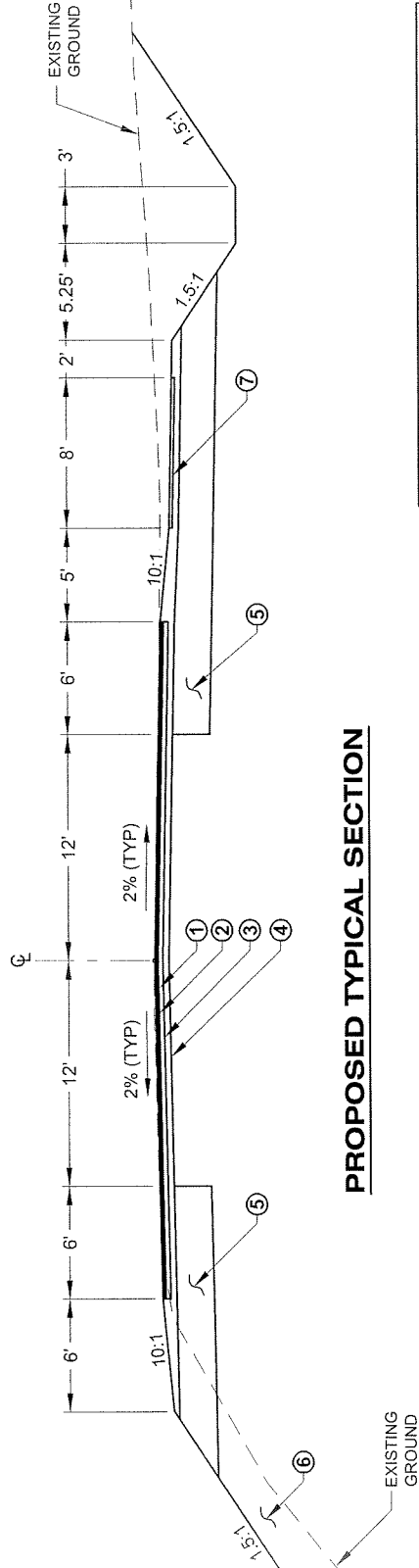
Utility Relocations =	\$ 500,000
Construction =	\$ 9,600,000
	\$10,100,000

### What does the Stage III schedule look like?

Stage III design would need to be completed and the necessary right-of-way acquired. The project could be ready for construction bidding in the Spring of 2010, if funding were available.



**EXISTING TYPICAL SECTION**



**PROPOSED TYPICAL SECTION**

**LEGEND**

- ① 2" ASPHALT CONCRETE PAVEMENT, TYPE II, CLASS B
- ② STE-1 ASPHALT FOR TACK COAT
- ③ 3" ASPHALT TREATED BASE COURSE
- ④ 4" AGGREGATE BASE COURSE, GRADING D-1
- ⑤ SELECTED MATERIAL, TYPE A
- ⑥ SELECTED MATERIAL, TYPE B OR TYPE D
- ⑦ 1.5" ASPHALT PATH



## **CURVE REALIGNMENT**

**The severe curve is planned for realignment under the FFY09 HISP project. If funding were provided for the entire Stage II project, fixed costs (mobilization) would result in overall project cost savings.**





## **PAVEMENT BREAK-UP**

**The pavement condition on this segment is rapidly deteriorating and will require intense maintenance if the proposed project is delayed.**

Front-page article from the Ketchikan Daily News reporting a head-on collision in the vicinity of the Whipple Creek bridge that resulted in injuries and one fatality. The crash location is close to the end of the Totem Bight to Whipple Creek segment. Date of this collision is March 14, 2006.

# 16-year-old dies in N. Tongass crash

By KELLY ZIENTEK  
*Daily News Staff Writer*

A 16-year-old Ketchikan girl died when her car crossed the center line and hit a pickup truck on North Tongass Highway Tuesday afternoon.

Milisa Jakubek was driving south at mile 11.4 just after 3 p.m. when she lost control of her 1980 Chevy hatchback, crossed the center line, and hit a 1989 Chevy pickup truck driven by ~~Gerald Richard Weston III, age 28~~, said Alaska State Trooper Gary Webb.

Weston saw the oncoming car and attempted to slow down, pumping the brakes, but could not avoid the collision, according to two of the truck's passengers, Webb said.

The truck hit the hatchback's passenger side door, causing extensive

damage to the driver's compartment, Webb said. Jakubek was alone in the car.

The call came in to the North Tongass Fire Department at 3:15 p.m., said Fire Chief Dave Hull. An emergency medical technician arrived at the scene within two minutes and, along with troopers, began treating Jakubek, Hull said.

Hull said he arrived at 3:20 p.m., when he called the city for assistance. The Ketchikan Fire Department responded with two ambulances, and the Ketchikan City Police also responded.

Although emergency personnel had difficulty opening the hatchback's driver-side door, the Jaws of Life

See "Fatal accident," page A-2

## CORRECTION

Alaska State Troopers on Wednesday said the name of the driver of the pickup truck involved in a fatal accident Tuesday, as reported on page 1 of the March 16, 2006, edition of the Daily News, became garbled in radio communications from the accident scene and was then reported incorrectly to the public. The driver's correct name is Gary Leroy Weston, age 16.



The largest oil spill in Prudhoe Bay history covers two acres of remote and frozen tundra on Alaska's north coast near the Beaufort Sea. As of Monday,

spots on the pipe — that likely occurred within the last six to nine months.

Similar problems have not been found in other lines downstream and

It appears the spill started out as a pinhole leak at least five days before it was detected, Johnson said.

The slow leak in a low-lying snow-covered section of pipe escaped the

success  
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## Fatal accident

Continued from page A-1

were not needed, and they did not have trouble getting Jakubek out of the car, Hull said.

Emergency personnel transported Jakubek to Ketchikan General Hospital at 3:27 p.m., Hull said. She was pronounced dead there when resuscitation attempts failed, Webb said.

Weston and the truck's passengers, Denise Weston, 15; Anthony Guthrie, 22; Spencer Inkster, 17; and Gregory Bachant, 18; also were taken to the hospital.

The last ambulance left the scene at 3:54 p.m., Hull said.

All but one of the truck's occupants were treated for injuries, although Webb said early Tuesday evening the extent of their injuries was unclear. Inkster had a sprained or broken left ankle, Webb said. All five were in stable condition, Hull said, although he understood that at least one was to stay at KGH overnight.

The hospital was unable to confirm their condition Tuesday evening.

Bachant and Inkster told troopers that neither had been wearing a seatbelt, Webb said.

The pickup had extensive front-end damage. A snowmobile in the bed of the truck slid through the back windshield, stopping just over the front seat between the driver and passenger sides, Hull said.

"It is unknown at this point why (Jakubek) lost control," Webb said.

"Until (the car) is checked over by a mechanic, we can't say for sure." Slick road conditions might have been a contributing factor, he said.

"The road conditions were treacherous. It was very, very slippery," Hull said. "We had a hard time standing up."

He said emergency personnel struggled for footing on the icy road as they treated patients.

Throughout the day Tuesday, troopers had asked radio stations to broadcast warnings about icy and snowy road conditions.

A bystander was the first to arrive on the scene, Hull said, and another man let victims sit in his car until emergency workers arrived, while a victim's mother whose son was stable went back to comfort the others.

"I want to thank the unknown bystanders," Hull said.

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## MEETINGS

"Meetings" is a public service column the Ketchikan Daily News provides for use by individuals and nonprofit organizations to announce meetings. The deadline for copy is 2 p.m. the day before the first day the notice is to be published, with a 2 p.m. Friday deadline for Saturday, Sunday or Monday meetings. Meeting announcements will be published only twice. No guarantee of publication accompanies acceptance of the notice and on occasion the column must be shortened because of limited space.

Telephone numbers, fundraising events and for-profit activities will not be published. The column may not be used to advertise.

# Draft state budget r

JUNEAU (AP) — The House Finance Committee on Tuesday introduced its draft of next year's state operating budget, cutting Gov. Frank Murkowski's spending plan by 4.5 percent.

The committee will take public testimony for the rest of the week on the proposed budget for fiscal year 2007, which begins July 1.

House Finance co-Chairman Mike Chenault, R-Nikiski, said he expects the committee to hear amendments to the budget on Monday and he plans to have it on the House floor by the last week of March.

The House Finance budget takes Murkowski's \$2.6 billion general fund spending plan and cuts it by \$115 million, according to a comparison of the two budgets by the Legislative Finance Division.

"This comparison assumes that the committee will eventually appropriate \$90 million more for K-12 education. Language making that appropriation is not currently in the committee substitute," Chenault said.

That \$90 million education money is contingent on the Legislature passing a separate bill that increases the public schools' base student allocation by that amount.

The biggest cuts the committee made to the governor's budget plan are in the Department of Commerce,

Community and Economic Development. That budget was cut by 5 percent. Transportation and Public Safety was reduced 4.4 percent.

All state agencies saw cuts to the governor's budget, but the governor's office, which the Legislature keeps intact.

However, compared to the Legislature last year, much more was cut under the bill. The biggest cuts were in the Department of Health and Social Services, the Department of Revenue, the Department of Labor and Industries.

Those increases come along with cash thanks to high oil prices, which have a revenue surplus of \$100 million.

House Finance Co-Chairman Mike Chenault said the goal of the committee is to balance the budget, and to provide for the surplus, and to provide for the surplus, and to provide for the surplus.

He said it is uncertain whether the budget will be passed, and the committee could turn out to be wrong.

## Auction

mother-in law is a two-time cancer survivor and was at home with our kids so we could be there (at the auction).

Saturday's event featured a raffle drawing in addition to the auction.

Mahna Cessnun won the cruise donated by the Northwest CruiseShip Association with airfare by NCSA and Alaska Airlines. Pat Branco won the Napa Valley wine country package. And Marcelo Nacionales won the Yamaha trolling motor donated by the council, Alaska Outboard and Yamaha.

"Henry Keene should be complimented for his activity selling raffle tickets," Clifton said.

Of course, Irish music was part of the event, furnished by Kevin Gould and the Clover Pass Band. And it was the Ketchikan Bar Association tending bar in the hall, and the cost of the hall rental was donated by Kay Sims and Terry Wanzer, said Clifton.

Incorporated as a nonprofit in 1996, the First City Council on Cancer is involved in several aspects of assistance. That includes direct assistance to individuals who have cancer, continuing education for caregivers; and

equipment for Ketchikan General Hospital.

The council gave about \$81,500 in assistance grants and \$5,000 for caregiver continuing education during 2005, said Clifton.

There has been \$76,000 for hospital equipment over time, \$50,000 of which came through Nancy Murkowski's annual fundraising event at Waterfall Resort, said Clifton.

The group also is involved with the Eagles club, KGH Cancer Program, Alaska Public Health and the Smoking Cessation Program for a free lung can-

## IN BRIEF

### Brown bear hunt begins

KETCHIKAN (KDN) — The state hunting season begins Wednesday and continues through May 31 in accordance to the Alaska Department of Fish and Game. Unit 1 includes Revillagigedo, Gravina and Ouzouni to the Southeast Alaska mainland from Di Skagway, Haines and Klukwan.

The registration permits required for the hunt are at Ketchikan, Wrangell, Petersburg and Sitka. Also required before hunting is a \$25 resident locking bear tag.

Restrictions apply. For further information, c

Ketchikan Public Library, ages 3 and under.

Senior Services: 10:30 a.m., bingo; noon, lunch; 12:30 p.m., crafts.

Sexual assault education: 11 a.m., WISH, 2002 First Ave. Childcare provided.

Out to Lunch Bunch AA: Noon, St. John's Episcopal Church undercroft

One Place Chamber Committee meeting room Domestic port group First Ave. those with issues